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CENTRAL INTELLIGENCE AGENCY

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COUNTRY **Poland**

REPORT

25X1

SUBJECT **Pilotage Navigation/Port Facilities/
Military Activities and Shipping/
General Conditions**

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REFERENCES

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The Office of Naval Intelligence furnished the following information to CIA
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1. Boarding and Pilotage Procedures

Swinemunde

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Depths in the channel have been dredged to about nine meters, but these figures are constantly changing due to infrequent dredging and continually shifting sands. New lights in line have been set up marking the channel.

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The pilots in the Swinemunde-Stettin area were inexperienced and almost always worked with Masters in handling the ships. One year experience as a First Mate aboard a Polish merchant ship would qualify a man for a pilot's license. The boarding party consisted of five men, an officer, three soldiers and one man in civilian clothes. The soldiers were armed and were stationed at the bow, stern and the gangway. The gangway guard checked passports and liberty passes of crew members going ashore. He would look at the pass, memorize the number and write it down after letting the seaman go.

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2. Port Facilities and Military Activities

There are several cranes of five to eight-ton capacity located along the pier area. All cranes and port machinery are operated by East Germans, but in time Polish operators are to relieve them. Two small inadequate dredges were in use in the harbor area. the port is badly in need of three additional dredges to help in keeping the draft low enough to permit safe transit of the channel. Numerous unidentified ships of 600-700 tons were maneuvering northeast of Swinemunde, and were berthed at night near the Soviet base

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This base, which used to be a German torpedo and mine base during World War II, is located along the Mellin Fahrt and is

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operated by the Soviets. [] do not know if it is still a torpedo base, but it is classified secret and is surrounded by trees and forests. It consists of many long low buildings, probably one-story warehouses, and a factory or plant of some sort. [] no gun emplacements, troop movements, radar or signal towers in port. There was a naval guard stationed at the gate leading into town and no taxis were allowed to enter the port area. The largest naval vessels in the port were Soviet DD types.

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3. Commercial Shipping and New Construction

One [] ship was anchored outside the harbor, and one [] one [] and one [] ship were in the port area. Numerous self-propelled motor barges of East German construction were in the harbor. Products being unloaded consisted mainly of grain and foodstuffs, while items being loaded were iron plates, Czechoslovak automobiles and general cargo. One [] ship, one [] ship [] of 12-13 thousand tons, and two Polish ships were being constructed in the shipyard [] A [] firm, [] was building a power plant in Stettin, but [] could not determine its exact location. They have been working on it for about a year and still have 18 months to go before completion. The only other new construction was the city's hotel, which is not very large.

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4. General Conditions

Living conditions in and around Stettin are very poor and the people are discontented with their present economic situation. They are against the present regime and strongly resent the Jews, who seem to reap the profits of their labors. They do not want foreign aid as far as consumer goods go, but want mainly machinery so they can produce their own products. Their equipment now consists of hand plows, hoes, rakes and the like. The houses are government-owned tumble-down shacks, in which most of the windows are broken and have not been repaired. The government will not give the people money for repairs and where five people lived in a house prior to World War II now 20 have to be accommodated. The population has increased from 350 to 400 thousand and many houses were demolished during the war. The people seem to have a defeatist attitude and display no desire to rebuild their economy, only to have it taken over by another regime. [] noticed only two churches in Stettin, one a military church and one a Roman Catholic, whose priests' income is only what they get from collection plates. The local people do not seem to be like those in other Communist countries, as they do not appear to be afraid to speak freely about their country. The main currency in use was the West German mark rather than the Polish zloty. The going rate was 80 zlotys for 10 marks and zlotys were not accepted in trade or sales. [] bought a camera and accessories in Stettin for 500 marks, which [] estimate would have cost me about 100 thousand zlotys or US\$350. West German marks had to be exchanged for zlotys upon arrival in port, and marks were not supposed to be taken ashore. Yet wives of merchant mariners are allowed port passes and are not searched leaving or returning to the ship, and [] took an extra 10 marks ashore. Polish merchants prefer to deal in marks rather than zlotys as the former are more stable. [] had experience with dockworkers trying to short-change me, [] loaded an additional 90 tons of grain at Fort William to make up for any shortage. The foreman of the dockworkers tried to tell [] that [] was 20 tons short when [] unloaded at Stettin. [] refused to sign the invoice and stated that [] would deduct six minutes' time from labor. Whereupon the foreman corrected his figures and everything was taken care of.

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